

Edmonton Bulletin.

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EDMONTON, ALBERTA, SATURDAY, MARCH 15TH, 1884.

No. 20.

TELEGRAPHIC.

WINNIPEG, March 13, 1884.

Brantford, Ont., flooded.
Ontario blocked with snow.
More dynamite explosions in London, England.

Terrible mining holocaust in Virginia caused by an explosion; 200 killed.

The British have gained another victory in Sudan. Twenty-four British killed and 100 wounded. Several thousand rebels killed.

Several meetings have been held lately in which the anti immigration resolutions of the farmers' union were condemned. There has been high feeling of late which has not yet subsided.

The Manitoba legislature opened to-day in the new parliament buildings. The speech from the throne refers to the services rendered by Lorne and Lansdowne, to the erection of suitable legislative buildings, and the settlement of the eastern boundary difficulty. One clause refers to the claims of the province having been urged upon the privy council. The local government believes the time to have arrived when every provision should be made for the self-government of the province, to obviate the necessity of future delegations to Ottawa. With this object the privy council has been urged to concede to the province control of the public lands, an addition to subsidy and an extension of boundary to the 102nd meridian west, and to the 60th parallel north. No answer has been yet received to the memorial. The legislature will be asked to give careful consideration to the means to be taken to secure the demands. Other minor matters are touched upon. It is unlikely the farmers' union will agree to this as their demands go farther in asking for a revision of the tariff and the abolition of the monopoly clause, which the speech does not touch upon.

QU'APPELLE, March 14, 1884.

The Stephensons are further respiteed two weeks.

Emigration is commencing to move to the west, many people are arriving.

Tenders are invited for the building of an industrial school at Qu'Appelle and another at High river.

Owing to the resolution of the farmers' union in Winnipeg the C.P.R. refuses to proceed with branch lines.

The C.P.R. are asking tenders for the construction of the mountain division. Work is going to be pushed vigorously as soon as spring opens.

A meeting was held here on Wednesday to arrange for the formation of a municipality. Mr. Jackson, member of the N.W.C., was the principal speaker. A resolution to the effect that townships 24 to 19 in ranges 14 to 16 be termed a municipality, was carried. Also that searching inquiries be made into the recent Indian outbreak at Broadview.

PRINCE ALBERT EAST, March 14, 1884.

Debate at the east end last night: Resolved that the drama is elevating. Verdict in favor of the negative.

A skating carnival was held last Wednesday night. The best character was the dude. Proceeds to curlers, \$28.

The Presbyterian congregation met last night. They discussed and adopted a petition to the general assembly asking a part of the mission property here to aid in establishing a high school and offering to provide suitable buildings.

BATTLEFORD, March 14, 1884.

Weather clear and warm.

Mail left for Edmonton on Wednesday at 4 p.m.

Calgary Herald, Feb. 27: Freight for MacLeod comes by way of Calgary. An assortment of Calgary views has been photographed. Improved squatters' claims are advertised for sale. Elbow river is breaking up. Every train brings in a large quantity of liquor. The Bow river bridge will require one million pounds of iron. Rumored that the police reserve on section 14 is to be sold to a local syndicate. Snow is crusted south of High river. The merchants have been notified not to sell essences; one has been fined \$100 already. The little Bow river has been open all winter and ducks have never left it. Mr. Hardisty is building two new stores near the post office. Lieut.-governor Rolitailie offers the Fish creek farm for rent.

Rev. Leonard Gaetz, pastor of Queen's by name Methodist church, London, Ont., is about to retire from the ministry on account of nervous prostration and go into stock raising near the Rocky mountains. Mr. Gaetz made a tour through this part of the country last summer.

LOCAL.

BUSINESS dull.

WEATHER superb.

SLEIGHING still good.

GREEN goggles are the rage.

COURT sits Thursday, April 3rd.

H.B.C. mill runs from 7 a.m. to 7 p.m.

OATS are changing hands at \$1 a bushel.

ICE has been harvested in good condition.

PEACE river mail packet left on Thursday.

SEVERAL deaths of children at St. Albert lately.

R. VANCE saw a white or Arctic partridge last Wednesday.

LUMBER is on the ground for Bannerman's saw at Red Deer.

THE H.B.Co. Peace river mail packet arrived on Sunday last.

THE coal miners are thinking of shutting up business for the season.

F. GREENWOOD arrived from Calgary five days out, on Thursday evening.

STURGEON river and Lamoureux Bro's mills are running night and day.

THE cannon is still fired at noon every Saturday, but is not generally heard.

THE days are perceptibly longer. Time enough now for three meals a day.

F. M. JUNEAU left on Friday morning for Lac la Biche on a flour speculation.

REV. J. A. McLACHLIN and wife arrived from Victoria on Wednesday evening last.

JUDGE ROLEAU and Peter Bal endine arrived from Battleford on Tuesday evening.

R. McLELLAN is building a new house at Red Deer city, story and a half high, 22x28.

G. GUMMON has gone to Lac la Biche to build a York boat for the H.C. mission there.

LUMBER and other building material still moving out to Beaver lake for Major Butler's new building.

POLICE have been sent from Ft. Saskatchewan to Lac la Biche to arrest Roger Bernard for wife desertion.

ROSS BROS. have commenced the erection of their new building on Main street, opposite Frank Over's store.

JOS. MCKAY, of the H.B.Co. service, left with the Peace river packet to take a position as clerk at Grand Prairie.

ALFRED B. J. SIMONS has been appointed deputy sheriff for this division of the Saskatchewan judicial district.

FREIGHTING contracts for next summer are being enquired for. The rate from Calgary will probably be 25c per pound.

HON. L. CLARKE, chief factor of Carlton H.B.Co. district, will arrive here during the coming week by way of Calgary.

No appropriation appears to have been made by parliament for the further improvement of the Saskatchewan during the coming season.

THE proposed telegraph line to St. Albert will require 288 tamarack poles, 32 to the mile, and the Ft. Saskatchewan line twice that amount.

AN outfit of forty carts for I. G. Baker & Co. is on its way to Battle river crossing, to occupy the building being erected for the firm on H. Meyer's claim.

REV. LEONARD GAETZ of London has sold his farm of 70 acres in East Flamboro, Ont., for \$6,500. He proposes settling in the vicinity of Red Deer crossing.

THE Winnipeg & North-West petroleum company are advertising for tenders for the boring of wells upon their oil locations at Little Slave river, Athabasca.

JOHN T. TURNER, of Braeside farm, son of hon. senator Turner, of Hamilton, Ont., has received an appointment as a justice of the peace for this judicial district.

A HORSE belonging to Mr. M. Groat was shot in one of the hind legs on Tuesday last with a charge of duck or buck shot. The animal is probably lamed for life.

W. ROWLAND who started for the Athabasca landing some time ago with freight was obliged to return on account of the thick crust on the snow. It was like ice and cut his horses legs severely.

THE Calgary timber inspector went up lately to levy dues at Silver city. He was received with a notice to leave and after remaining a few days left without any dues. He says he is going back.

W. F. BREDIN arrived from Calgary on Friday morning with freight for the H.B.Co., Mrs. Butler and other parties. He drove from Peace hills, 40 miles, on Thursday with 2,000 pounds on the wagon.

MAIL left for the east on the evening of Friday last. Number of letters posted at Edmonton for this mail 843; number passing through this office for the east 173; number of books and parcels bearing postage \$1.

A MIRAGE, very common on the plains but very rare in this section of country, was visible on Monday morning last. The country in the vicinity of the Black mud crossing could be seen from town, although not plainly.

J. FAVEL, who has been steamboat pilot on the Saskatchewan ever since the first steamboat ran on the river, has accepted the position of pilot on the H.B.Co.'s Athabasca steamer, and will take up his residence at Edmonton.

THE funeral of Mrs. A. Omand on Saturday last was largely attended. The services were conducted by Rev. A. B. Baird. The procession proceeded to the cemetery by way of the Miner's flat, that route being shorter than by way of the fort.

EIGHTEEN lodges of Stoneys who have been out south along the Red Deer and near Calgary got back to Peace hills farm in a very hungry condition last week. They deserve credit for having supported themselves all winter without government assistance. Ten more lodges are on their way in.

D. ROSS has opened a coal drift on the north side of the river, just below the trail leading to the Edmonton hotel. The bank at this point slopes somewhat gradually and the seam does not show at the surface. A level was taken, however, and after running 75 feet the face of the seam was struck. It is three feet thick and of excellent quality.

W. F. BREDIN arrived from Calgary on Friday with a double sleigh and 2,000 pounds of freight for the H.B.Co., Major Butler and various other parties. He left Calgary on Friday of last week and laid up on Monday at the Red Deer on account of stormy weather. Building is booming at Calgary, about 125 houses in progress on the syndicate town site. Most of the principal buildings have been moved from the Roselle claim. The murderer Williams is still in jail and is busy singing psalms, as he claims to have become converted. No efforts are being made to have him reprieved. He will be hung in the police square. Whiskey permits are closely looked after since the murder.

ELI PRICAN, son of the Whitefish lake chief, shot himself accidentally on Wednesday of last week, and may not recover. He had been hunting with his family south of the Saskatchewan since last fall. On the day of the accident he was leaving Blue Quill's place at Egg lake for home. While driving along in a sleigh he saw some prairie chickens and giving the reins to his wife jumped out, at the same time seizing his gun intending to shoot the chickens. In taking the gun out the hammer struck the sleigh, the charge exploded and the bullet entered his body on the right side and lodged just under the skin near the backbone. He was brought to Victoria and the bullet taken out. He was suffering extreme agony up to Monday last and there is little or no prospect of his recovery.

W. PATTON arrived from Calgary on Thursday with two teams loaded with 50,000 lbs of freight for Norris & Carey and Major Butler. He used wagons to Red Deer as there was very little snow for that distance and sleighs from Red Deer in. He left Calgary on Saturday, 1st instant. At that time the water in the Nose creek came into the wagon box. Business was not rushing at Calgary when he left, but considerable building was going on. The coal seam worked by W. Bredin is situated about 22 miles south-west of Calgary on Fish creek at the entrance to the foot hills. The coal is of excellent quality, a bright black in color, and burns freely. The seam is only about two feet thick and there is a gouge which divides it into two parts, so that it is rather difficult to work. It was sold at Calgary for \$12 per ton while Medicine Hat and Cascade coal was sold for \$9 and \$10 and there was demand for all that could be hauled in, as it was by far the best quality of native coal used there. Work in the mine has been stopped for the present.

Rat Portage Progress says that the Argyle mining company of that burgh started operations with a two foot vein of good rock and a ten stamp mill. The mill was kept running for three months and the result was a gold brick of thirty ounces. The superintendent asserted that the rock yielded \$10 a ton, but the actual output only amounted to 45c a ton. This is enterprise with a vengeance.

An Iowa woman named Mix desired to be buried with her husband, so shot herself while standing at his open grave. She will have her wish.

The annual report of the department of Indian affairs for the year ending June, 1883, contains the following very frank admission: "In the Edmonton district the Indians are not so far advanced in agriculture as elsewhere upon the Saskatchewan. This is attributable in a great measure to these Indians not having abandoned their roving life until a comparatively recent date. They also do not appear to have received the same encouragement to cultivate land since they selected their reserves. It is feared that an error has been committed in not furnishing them with the necessary number of implements and cattle. Active measures are, however, being taken under instructions from the deputy superintendent general, given on the occasion of his visit to these localities with a view to remedy the condition of matters on the several reserves in the Edmonton district. The farming instructors, of which there are two, have been directed to suspend operations on the home farms and to devote their whole time and energies in the ensuing spring to the careful instruction and supervision of the Indians in their work on their reserves. The inspector of Indian agencies was also instructed to make a careful investigation in order to ascertain the number of cattle and implements which it is necessary to supply the Indians with to enable them to cultivate their lands successfully, and it is to be hoped that a fresh start will be made by them in the ensuing spring and that the result of the next season's work will be better than it has been hitherto. These Indians require to be very judiciously managed, as from the proximity of the Blackfoot nation they have necessarily been almost all their lives warriors, the Blackfoot and Cree tribes having been nearly always at war until of late years." It is to be hoped that the improvement in the conduct of the department towards the Indians of this district promised in the above extract will be made. There are 13 bands in the Carlton district, with a population of 1,605, and 5 schools; 16 bands in the Battleford district, population 1,697, schools 5; 19 bands in the Edmonton district, population 2,703, schools 3. These bands are principally Crees with a few Stoneys. The Stony Indians at Morley number 650, and have one school. The Blackfoot tribe at Blackfoot crossing number 2,000 and have one school. The Sarcees on Fish creek, near Calgary, number 425. The Bloods, south of Ft. MacLeod, number 1,550 and have one school. The Piegiens, west of Ft. MacLeod, number 800. There are 20 reserves under the Indian Head, formerly Qu'Appelle, agency with a population of 2,586. The Indians of the Birdle district number 2,130.

From the Free Press of Feb. 25th it appears that the Indian trouble at Broadview was a clear case of stand off. The Indians had possession of a building from which the police proposed to dislodge them. When the police had been formed in line for the attack the door and windows of the house were thrown open and filled with rifles. The Indians numbered 75 men. The police, under Col. Herchmer took the hint and withdrew. There was trouble at the same time at Long lake and File hill reserves.

At Hot Springs, Arkansas, lately three brothers named Flynn were riding in a hack when seven men stepped out of the door of a saloon and opened fire on them with Winchester rifles and double-barreled shot guns. One brother was killed, another brother and the driver were mortally wounded, the third brother was shot through the hand. Two bystanders were also shot accidentally, one of them being mortally wounded.

Last December the finance minister undertook to place a loan of \$4,000,000 in Canada. Tenders for a little over \$1,000,000 were received. Riches are not universal yet, although the national policy has been in force for five years.

NEW ADVERTISEMENTS.

TIME FOR SALE—A kiln of freshly burned lime for sale at \$1.25 per bushel at the kiln. Apply to G. ANDERSON, Miner's flat.

THIRD JUDICIAL DISTRICT COURT.—The sitting of the above court will be held on Thursday, the third day of April, 1884, in the school house, Edmonton, at ten o'clock a.m. L. J. MUNRO, clerk of court.

FOR SALE—Cheap for Cash, or in exchange for Ponies—One new McCormick mower, one John Deere breaker, one set iron harrows, one John Deere cultivator, one cooking stove, one hundred bushels potatoes, six hot-bed sashes 3x6, and a variety of other articles too numerous to mention.—Apply to W. F. BREDIN.

THE EDMONTON BULLETIN is published every Saturday morning, at the office, Main street, Edmonton. Subscription—Two Dollars per annum. Advertising Rates—Standing advertisements, two dollars a line per annum; transient advertisements, ten cents a line for first insertion and five cents a line for each subsequent insertion; no advertisement inserted for less than One Dollar. Advance payments. **OLIVER & DUNLOP, Proprietors.**

EDMONTON BULLETIN, MARCH 15, 1884.

BRANCH LINES.

The North-West is having some strange consolations offered to it just now, and time is developing some strange friends. Probably the strangest development of all is Capt. Scott coming out as the promoter of a bill in parliament actually bearing on North-Western affairs, and what is still stranger, the bill on its face appears to be an attempt to secure an advantage to Manitoba inasmuch as it provides for federal assistance in cash being given towards the building of local railways in Manitoba and the North-West. It must be admitted on all hands that Manitoba has no claim whatever on the federal treasury for assistance towards the building of merely local roads, any more than any other province has, and for the gallant captain, whose one rule in the house was to leave Manitoba's affairs alone or vote against her rights, to come out as the advocate of such a startling and unlooked for concession must be a surprise to all. It is all the more surprising coming close upon the heels of the denunciation of the Manitoba people by that other perhaps more servile government supporter, Mr. White of Montreal, as a people always wanting to be spoon fed. How does it happen that two men whose duty in the house is and always has been to vote for the one master once when right and twice when wrong, hold such contrary opinions now? If they did it would indeed be strange, but they don't. Capt. Scott's bill is simply to place Manitoba and the North-West still more firmly bound under the feet of the syndicate and to draw still more dollars out of the Canadian people to be squandered by that institution. And if the captain by holding out false hopes and keeping back true statements can lure the people of Manitoba into the trap of placing themselves in the position so scornfully alluded to by Mr. White, while the syndicate receives the benefit, he will have well earned that customs collector's ship which is reported as being his promised reward.

Capt. Scott's bill had not been hatched at last accounts, but when laid by him before a number of representative men of Manitoba he said that it would be similar to the general railway acts of several of the neighboring states, particularly Minnesota and Dakota, by which persons desiring to build a road need only deposit the names of the incorporators and the plans showing the route with the secretary of state, when, if these conformed to the provisions of the act, permission was given to go on and build. It differed, however, from the Minnesota and Dakota acts inasmuch as the policy of the government respecting the charters of roads in the North-West would be provided for; also that a deposit would have to be made to guarantee the stability of the projectors; also that a minimum distance between roads would be maintained. How is it that the fact of anything having been done in the states is held to be sufficient reason for the doing of it in Canada by our highly original and intellectual legislators, and how is it that when any thing is copied from the United States the copy is only partial, the bad being adopted while the good is rejected? The protective policy was introduced into Canada because a similar policy was pursued in the States, but while the States by reason of their tariff are paying off their national debt Canada is increasing hers every year. The policy of granting land to railways was copied from the States but while there the land must be taken along the line whether good or bad, in Canada the company is allowed to take it where it chooses. In the case of the railway acts under mention, the essence of the Minnesota system is that the railroads so chartered shall be built without state aid and shall run wherever the necessities of commerce may require, while the essence of Captain Scott's bill is that the railways shall receive

federal aid and shall only run where the federal power may think fit. It does not require a powerful intellect to see the difference between the two systems—to see that by the one plan the railroad is made almost independent of anything but commercial control while by the other it is placed entirely under the arbitrary control of the federal government. How far the railway policy of that government is removed from a commercial policy the people of Manitoba are now in a position to judge, as well as of the consequent injurious effects upon themselves. They will be more than foolish if they give their consent for any cause or under any consideration to any further extension of that policy.

It will be plainly seen that by this proposed bill the right to charter railways would pass from provincial to federal control. In return a cash bonus of so many dollars a mile would be received in the way of assistance to all roads built. To a province bankrupt in fact as Manitoba is, or to the North-West territories without responsible government and without a dollar, both in urgent need of increased railway facilities which the proposed money might be expected to stimulate, the offer is tempting at first sight. Let it be considered what this offer amounts to. Simply this, that George Stephen, R. B. Angus, Dun-MacIntyre and D.A. Smith would form themselves into a branch building railway company, as they have already done into the North American construction company, and by depositing plans of all possible routes hold every opposing or independent enterprise at bay. They might then build such lines as they thought fit at such times as was convenient for them. It may be said that their securities would be forfeited in case they did not proceed with building, but the history of the connection of the syndicate with the government as far as it has gone, proves clearly that they would stand in no danger on this account.

It may be asked what is the object of such a plot as this. At present the monopoly clause of the syndicate charter places all independent lines that may be built at their mercy and they do not require anything more. But they do. If this bill passed they would receive assistance in cash towards the construction of branch lines, which at present they do not, and the placing of the whole country under their control in this way would be a bar to the success of an independent Hudson's bay railway which now is the only hope of the North-West of escape from C.P.R. monopoly.

The C.P.R. authorities at present profess to favor the construction of a H.B. railway, and no doubt they do, provided it is done by a weak private company of which they can gain control when it suits them. There is no doubt that it would in the future be an advantage to the C.P.R. to have a summer outlet by way of Hudson's bay, and there is as little that the benefits of that outlet would accrue principally to themselves, not to the people of the North-West, as would be the case if it was held as a competing line. It is to prepare for the outcome of the agitation in favor of a Hudson's bay outlet now going on, that this move of Capt. Scott's is made.

Manitoba and the North-West want local railways in many localities but this is not the way to get them. Supposing the bill to be passed to-morrow and the syndicate not to take the course mentioned, as long as the monopoly clause remains in the syndicate charter and no outlet by way of Hudson's bay is gained, branch railways will not be built any faster than money is supplied by the federal government. Now that that government has assumed the burden of guaranteeing interest on the C.P.R. stock and making a loan of \$22,500,000 it is not reasonable to suppose that it is in a position or will be in a position for many years to assist branch railways in Manitoba or throughout the vast North-West by any considerable cash bonuses.

By accepting the principal of federal assistance to and consequent control of local railways the last vestige of provincial rights would be surrendered and the people of Manitoba and the North-West would for all time be the serfs of the syndicate as they now are. Their one hope of relief from their present condition is in the province holding such jurisdiction as it has over local railways and extending that jurisdiction to the necessary and legitimate limits in order that the

monopoly clause may be overcome and an independent outlet gained by way of Hudson's bay. If these objects were once attained, local railways throughout the North-West would require no assistance from the federal or any other government and the Minnesota railway law would then be applicable. The people of Manitoba and the North-West should never drop the effort for the attainment of these objects for the sake of seizing a little pap to which they are not justly entitled, and which would do them the smallest possible amount of good if gained. Let them stick to their rights and their rights only. They may depend upon it that as long as their rights are denied, when anything more than merely their rights is offered, as in the present instance, there is beyond a doubt a nigger in the fence.

EGYPT AGAIN.

Great Britain seems to be on the eve of acquiring control of a region as vast as such as India. The present British ministry profess a policy of peace at any price. They are not in favor of war, conquest, or acquisition of territory and yet circumstances appear to be forcing all these upon them; unless, indeed it can be believed that Britain will be defeated in the present conflict in Egyptian Soudan, which all loyal Britishers are bound to hold is not only improbable but impossible. It will be remembered that the war against Arabi pasha was undertaken in order to support the authority of the then and now alleged ruler of Egypt and his government, thereby to secure certain moneys advanced by British and French capitalists to that bankrupt institution, which in case Arabi had been successful would have vanished utterly. Although the majority of the Egyptians did not love their khedive and did not want to pay their national—or probably any other—debts, they loved cold steel and hot lead still less. The battle of Tel el Kebir convinced these misguided people of the utter sinfulness of the crime of repudiation, and they concluded rather to bear the ills they had than fly to others that they knew not of in this or the other world.

The object for which the war was entered upon attained the peace at any price ministry—the price of this peace reached away into the millions—prepared to withdraw their troops from the country. It seems that this is not to be. A second war cloud that at its beginning was no bigger than a man's hand—was in fact only one man's hand—is now darkening the whole sky of Egyptian politics. Egypt proper or lower Egypt, an extremely fertile though not extensive country, occupying both banks of the lower Nile, is but a small part of the dominions of the khedive. As in the days of the Pharaohs the greater part of the whole country drained or watered by the Nile is nominally at least under Egyptian control. For a distance of perhaps a thousand miles up the river towards the south the limits of Egyptian rule are well defined. The valuable inhabited country is only that on each bank of the river for a few miles back. The bulk of the native population have been serfs from time immemorial and look for nothing better. But when the Soudan, or Negro land is reached, where the river is in many branches and the country nearly all fertile, beyond the small part nominally under Egyptian control is a vast, practically unexplored region, more or less thickly inhabited by savage negroes. In the Egyptian portion the aboriginal population have been to a great extent either reduced to serfdom or enslaved, or altogether replaced by the overflow of the mixed population of Egyptian Turks but the great majority Arabs, with a few Christians, Jews and Greek traders. This country had been a great slave hunting ground and in order to suppress the slave trade, or to profit by it, it was annexed by Egypt. It was in obtaining or securing possession of this territory that a great deal of Egypt's debt was incurred. At present the slave trade—the slaves being brought from further into the interior of Soudan—is a very important part of the trade of the country, and the slave traders and hunters from the Arab population are also fighting as has been lately thoroughly proven, and have never been under the best of control.

These Arabs, like Arabi pasha's Egyptians,

do not like Turkish or Turco-Egyptian rule, and under El Mahdi, formerly a slave trader, now proclaiming himself as a Mahommedan Messiah, are seizing upon the opportunity occasioned by the weakness of the present Egyptian government, to rid themselves of it. If it could be guaranteed that they would remain in Soudan after having gained their independence, probably Britain could afford to let them alone. But the present professed object of El Mahdi is to reform Mahommedanism and afterwards conquer the world. As a preliminary step he proposes to reverse the old order of things and conquer Egypt from Soudan. This of course brings him directly into conflict with Britain in its efforts at supporting the khedive's government, which having once been entered upon cannot honorably be given up, therefore Britain has sent a force to meet him on his own ground the first result being a victory. El Mahdi has the active support of the Arab population of Egyptian Soudan and will command the sympathy of all the Arab races of Africa. The form which this sympathy will take, whether active or passive, will depend upon the amount of success achieved by him. Although he is preaching a religious war it appears to be rather a war of race and domination—the Arab and the sect of Mahommedanism to which he belongs, against the Turk and the sect to which he belongs. Therefore upon success El Mahdi will have to depend for success and not upon pure religious zeal which, in its early ages, enabled Mahommedanism to overrun such a large portion of the world. His men, however, are certainly much better material than Arabi pasha's miserable Egyptians.

As in the Egyptian war Britain's great obstacle will be the heat and unhealthiness of the climate, but besides this access to the country is more direct and no one battle can be expected to terminate the struggle. This can only be done by overrunning the country, which will make the work long, and difficult in proportion. These adverse circumstances will compel Britain to play the card so successfully handled in India and which lies ready to hand. The black population fear and hate the Arab slave hunters and traders as far as their reputation extends. The British will come to them in the light of deliverers from this trade and Arab rule generally. The blacks were the best soldiers in the Egyptian army. This proves that they can be made soldiers of. What more natural than that Britain should raise the aboriginal population against El Mahdi, arm and equip them and beat him out of sight on his own ground at his own game. And this done what more natural than that all Egypt and a great part of Soudan should remain directly under British protection and Britain find a second and greater India in Africa.

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MORE H.B. ROUTE.

W. Borwick, of the lower settlement, left Stromness on June 26th, 1853, in the H.B. ship Prince of Wales, captain Hurd, mate John Hackland. Hackland afterwards became captain of the vessel and started on a voyage round the Horn, but was never heard of afterwards. The Prince of Wales reached Stromness on June 27th and lay there eight days waiting for passengers, leaving on July 5th. On the passage out had a very severe storm in mid-ocean which lasted three days and the vessel was driven back on her course so that she lost a week's sailing. Reached the straits in latter end of July. Did not see Cape Resolution on account of foggy weather, but saw the coast of Labrador, barren and rocky, on entering Hudson's straits. Saw eight large icebergs in the straits, but were in no danger from them. Struck field ice in the western end of the straits, but were not stopped by it. The vessel occupied about three hours in getting through. Saw no land while in the straits, but when coming out towards the west saw the Esquimaux or "Husky" land to the north. Kept the north and west shore of the bay in sight all the way to York. The bay was smooth as glass during the passage across it. Passed to the north of Mansfield island and did not see it. Landed at York on or about August 12th.

W. Lennie shipped at Stromness on July 1st, 1855, for York factory in the H.B. ship Prince of Wales, captain Hurd. Vessel sailed on the 3rd, but owing to contrary winds and rough weather was three weeks on the voyage across the Atlantic. After reaching Cape Resolution sighted the first icebergs. A fair wind took the vessel safely into the straits where large quantities of floe ice was seen. The floe ice extended as far as the eye could reach. As the tide turned the ship began to get some hard blows with the ice which made her rudder crack. All at once the ice commenced to whirl around as though the whole straits had become full of whirlpools. This closed the ice around the ship so that she could not move any more that night. The ship appeared to be at anchor in the sea. Next morning when the tide took the other turn the ice opened out a little and the vessel began pushing ahead a little on her way to York. She was not very successful. As the tide turned she was again brought to a stand still. In this way the vessel proceeded for five weeks before getting out of the ice, which extended through the straits and out into the bay to a point abreast of Churchill. On one occasion she was made fast to one floe for eighty consecutive days, and as the tide ran three hours in and six hours out she was eight miles further out from York at the end of that time than at the beginning. Saw Esquimaux about the middle of the straits. They came off from the shore in their boats, portaging over the ice and sailing in the open water. The vessel passed north of Mansfield island. Reached York three days after getting out of the ice. This was captain Hurd's 23rd voyage and he never saw anything like so much ice before. The voyage occupied nearly nine weeks. A schooner came out the same season for the H.B.Co. She left London eight days after the Prince of Wales left Stromness and arrived at York eight days before her. She had kept along the Labrador coast and had not seen so much ice.

After remaining in the H.B.Co. employ five years Mr. Lennie shipped on board the Prince of Wales at York about August 25th, 1860, and sailed from five fathom hole next day, with a fine fair wind. The wind continued and in 16 days the vessel was in soundings in the English channel. Saw no ice on the return trip except one berg which was supposed to be aground.

Sailed again for York on 5th July, '61. Saw no ice on the ocean. Saw a large point of ice extending from the north shore in the straits but not reaching to the Labrador coast. Sailed around the point and was in loose ice for two or three hours but was not delayed. The British transport, Sir Colin Campbell, was coming out this year for the Fort Garry troops and in trying to force her way through the point of ice broke her rudder pipes and was lying under an island when the Prince of Wales came along. She followed the Prince of Wales around the point and intended following her to York, but missed her in a fog and struck the mouth of Nelson river. Turned out and got into the mouth of York river, reaching the five fathom hole the day after the Prince of Wales.

T. Houston sailed from Stromness in the H.B. ship Prince Rupert, about the 10th of June. Had a good passage all the way out, the voyage to York only occupying five weeks and two days. The weather was fair with good winds. Saw a large number of icebergs in the ocean. Saw Cape Resolution. Saw large ice floes and bergs in the straits. Anchored to one and filled the tanks with fresh water from the pools that were on it. Just before this time the water supply had run short and the men were down to two pints a day for all purposes. Were not delayed by the ice at all. Passed on the east side of Mansfield island between the island and the Labrador coast. Had good weather and no ice in the bay. The Ocean Nymph and Lady Head, both H.B. ships, left Stromness with the Prince Rupert, but the latter reached

York ten days ahead of the Nymph. The Lady Head went to Moose factory.

The following sums appear in the federal estimates for the year ending June 30th, 1885, for expenditure in the North-West territories: Under the head of civil government—Salary of the lieutenant-governor, \$4,000, an increase of \$2,000 over last year. Under the heading administration of justice—Travelling expenses of stipendiary magistrates in North-West territories \$3,000 an increase of \$500; salaries of three stipendiary magistrates \$9,000. Under arts, agriculture and statistics—For collecting and compiling agricultural, industrial and other statistics in Manitoba and the North-West territories and also for acquiring and compiling such statistics elsewhere \$20,000, a revote. Immigration—Agent at Qu'Appelle \$1,400, agent for North-West territories \$1,400. Railways—Subsidy to C.P.R. to be charged no doubt against the North-West although not a foot of the road will be built inside its limits \$6,000,000. C.P.R. \$8,700,000. Public works—Lunatic asylum or hospital \$10,000 a revote out of \$20,000 voted the previous year; new jails and lock ups \$10,000, a revote; public buildings in the North-West generally \$5,000. Telegraph lines—Battleford to Edmonton \$8,000; Edmonton to Ft. Saskatchewan, poles furnished free of cost to the government \$1,350; Edmonton to St. Albert poles furnished free of cost \$675. Total telegraphs in Manitoba and North-West \$17,000, \$13,000 for staff and \$4,000 for repairs. Fisheries—Salaries etc., in Manitoba, Keewatin, and the North-West territories \$2,000. Indians of Manitoba and the North-West—Annuities \$173,460, agricultural implements \$10,398, tools \$1,917, cattle \$10,555, seed grain \$3,115, ammunition \$5,439, provisions (annuity) \$31,756, supplies for the destitute \$287,046, a decrease of \$68,180 from last year, clothing \$2,700, schools \$48,204, surveys \$18,000, farm wages \$22,700, farm maintenance \$5,600, Sioux \$2,000, general expenses \$66,380, decrease from last year nearly \$150,000, the only item showing an increase being cattle increased by \$6,150. North-West mounted police—Pay of police including staff \$160,000, subsistence \$80,300, forage \$73,000, fuel and light \$15,000, clothing \$37,000, repairs, renewals, replacement of horses, arms and ammunition \$47,000, medicine, medical comforts and hospital expenses \$7,000, books and stationery \$2,000, transport and freight charges, guides and mail carriers, \$45,000, contingencies \$4,000. Total \$470,300, an increase over last year \$70,300. Miscellaneous—Expenses of government in the North-West territories, including printing, roads, bridges, ferries and aid to schools \$32,000, an increase of \$5,000. Clerk of the North-West council \$1,800. One registrar at \$2,000 and five at \$1,000 each—\$5,000. To compensate members of the N.W.M.P. for injuries received in the discharge of duty \$2,000; erection of mounted police barracks \$20,000. Customs—Salaries for collection in North-West \$8,000. Mail service in Manitoba, Keewatin and North-West territories, \$200,450. Dominion lands—Manitoba and North-West land board—Commissioner's salary \$5,000; inspector of agencies, salary \$3,200; inspector's travelling expenses \$1,200; inspector of colonization companies \$3,000; inspector's travelling expenses \$1,000, secretary's salary \$2,000, nine clerks \$8,000, contingencies \$4,880, messenger \$250, seven homestead inspectors \$8,400. Land agencies—Thirteen land agents \$16,800; seventeen clerks \$17,278; messenger \$350; contingencies \$8,000. Timber agencies—Winnipeg agent and book-keeper \$2,800; Edmonton, Calgary and Prince Albert agents \$3,600; six forest rangers \$4,200. Total expenditure on Dominion lands in Manitoba and North-West \$101,058.

The Toronto World makes the astounding statement that the prospects of the North-West country and the prospects of the C.P.R. company being able to pay its debts hang together and gives this as an excuse for the \$22,500,000 loan. This is news to people living in the North-West. They are of opinion that the prospects of the North-West depend upon the C.P.R. monopoly being broken by a Hudson's bay line as well as by a southern outlet, and are willing to take all risks for the consequent embarrassment of the C.P.R.Co. should that calamity occur. The World goes on to say that the discovery of the vast coal deposits (preferentially at the mouth of the railway) has increased the value of the North-West so much that the government can better afford to give this additional assistance than it could to give the original terms. In a map accompanying J. G. Lawson's report of his Red river exploring expedition dated March 16th, 1884, published under the authority of the then parliament of Canada, appears a plan of the great Saskatchewan coal deposits exactly as they are now known to exist. The C.P.R. can scarcely under these circumstances claim the right of discovery.

Mr. C. S. Drummond, of the Red river colonization company, has arrived at Ottawa from England, and represents that he has secured the necessary capital to test the practicability of navigating the Hudson bay, and also to build a railway from Winnipeg to Ft. Churchill.

NOTICES.

PUBLIC NOTICE is hereby given that on and after the 20th Sept. no liquor permit will be granted by his honor the lieutenant-governor of the North-West territories, except on payment of the following fee: For wines and spirits, per gallon, 50 cents; ales free. By command of his honor the lieutenant-governor. A. E. FORGET, clerk of the council.

NOTICE—Important to Farmers and others. The best value in Seed-Binders, Reapers, Mowers and Rakes. The Massey Manufacturing Company, Toronto, makers of the Toronto Mower and Twine Binder, the Massey Harvester and Mower and the Sharps' Horse Rake, offer the above at great bargains. Parties wishing to purchase should communicate without delay so as to ensure early delivery with our agent.—GEORGE A. BLAKE, Belmont Farm, Edmonton.

FARM FOR SALE—East half of section 35, township 53, range 25, on St. Albert road, seven and a half miles from Edmonton, and two miles from St. Albert mission, 45 acres under cultivation. Dwelling house, stable and small barn on premises. Good well at house. Also good Toronto reaper, breaking plow and harrow, with other implements, to go with the place. Price \$2,000 cash. Apply to F. Oliver, Edmonton, or on the premises to P. MARCHEL, proprietor.

ALBERTA STAGE LINE—making trips every third week until further notice, from Edmonton to Calgary and return, commencing Monday, March 3rd. Orders for mail matter, passage or express, may be left with A. Taylor, telegraph operator, Edmonton. Passengers allowed 25 lbs baggage, besides blankets and rations; all over that amount will be charged for at express rates, 10c a pound. Stage leaves Monday morning, 17th inst., at 8 o'clock. F. GREENWOOD.

REAL ESTATE NOTICE—Parties wishing to purchase lots or land in the "Robertson & McGinn property, lot 12, Edmonton," or in the "Macdonald & McLeod property, lot 14, Edmonton," or in the "Macdonald & Lamoureux property, in the city of Saskatchewan," must deal only with the undersigned or George A. Watson, or (as to said city of Saskatchewan property) with Francis or Joseph Lamoureux. Plans may be seen at the office of the undersigned or at that of George A. Watson, barrister, Edmonton. A. McDONALD & CO.

EDMONTON AND CALGARY STAGE—making weekly trips between said points—leaves the Jasper house, Edmonton, at 9 and the steamboat dock at 9.30 o'clock every Monday morning, stopping at Peace hills, Battle river, Red Deer crossing and Willow creek, and arriving at Calgary on Friday. Returning, leaves Calgary Monday, stops at same places, and arrives at Edmonton on Friday. Fare each way \$25; 100 lbs baggage allowed. Express matter 10c per lb. Passengers arriving in Edmonton and wishing to go to St. Albert or Ft. Saskatchewan, will be forwarded to those places at a very moderate charge. Edmonton office in Jasper house; Calgary office in H.B.Co. store. D. McLEOD, proprietor.

PUBLIC MEETING—A public meeting of the residents of Edmonton and vicinity is requested for 2 o'clock in the afternoon of Saturday, March 15th, in the Edmonton school house. Explanations as to his course while attending the North-West council will be offered by the undersigned, and the question of the method of procedure with reference to the grant made by the lieutenant-governor for the construction of bridges and ferries will be discussed.

A similar meeting of the residents of St. Albert is requested for the afternoon of Monday, March 17th, at 2.30 p.m., at the St. Albert hotel, St. Albert.

A similar meeting of the residents of Ft. Saskatchewan is requested for Tuesday evening, March 18th, at 7.30, in the Palace hotel. FRANK OLIVER.

CHURCHES.

CHURCH OF ENGLAND—Hours of Sunday service: All saints 11 a.m., St. Michael's 2.30 p.m. W.N.

ST. JOACHIM'S, R.C. CHURCH, Edmonton.—Mass at 10 a.m. every Sunday. Sermon in English and Cree. Afternoon service at 2 o'clock. H. GRANDIN, O.M.I.

METRODIST CHURCH OF CANADA—Pastor, H. C. Sanderson. Hours of service, 11 a.m. and 6.30 p.m. Sabbath school, 2.30 p.m. Prayer meeting and lecture, Wednesday evening at 7 p.m.

EDMONTON PRESBYTERIAN CHURCH.—Pastor, the Rev. Andrew B. Baird, M.A. Services: Sabbath services, 11 a.m. and 6.30 p.m. Sabbath school at 2.30 p.m. Prayer meeting and singing for the practice of sacred music on Thursday evening at 7. The usual Sabbath morning service will be interrupted by Mr. Baird's monthly visit to Fort Saskatchewan on April 6th.

PROFESSIONAL.

D. R. MUNRO, Physician and Surgeon. Office first door west of Bulletin building, Main street, Edmonton.

D. R. H. C. WILSON, Physician & Surgeon. Office first building west of school house, block 6, H.B.Co. reserve, Edmonton.

JOSEPH V. KILDAHL, Solicitor of the High Court of Judicature in Ireland. Temporary office—Ross' hotel, Edmonton.

GEORGE A. WATSON, Barrister, Conveyancer, Notary Public, etc. Law office first door east of Jasper house, Edmonton.

STUART D. MULKINS, Notary Public and Conveyancer. Coal Claims and Timber Limits located, and general information afforded on application. Thirteen years experience in Manitoba and the North-West. Office first door east of Jasper House, Main street Edmonton, N.W.T.

J. R. OSWALD, late of Oswald Brothers Montreal, Real Estate and Land Agent, and General Commission Broker, Calgary, N.W.T. All orders for purchase and sale of real estate, farms, ranches, range supplies, agricultural implements, horses, cattle, and other general business promptly attended to. References:—Major general Strange, Military colonization company's ranch, near Calgary; C. Sharpley, Esq., Calgary; W. B. Scarth, Esq., Toronto; Hon. A. P. Caron, minister of militia, Ottawa; Lieut.-col. Irvine, chief commissioner N.W.M.P., Regina; C. Sweeney, bank of Montreal, Winnipeg; W. R. Oswald, Esq., Montreal; C. J. Wyde, Esq., Halifax, N.S.

BUSINESS.

LIVERY, FEED, and SALE STABLE. M. McCAULEY.

J. R. BURTON, Carpenter and Contractor. Estimates given. Doors, sash, etc., etc., made to order.

JAMES O'BRIEN & CO., wholesale clothiers, College buildings, Montreal, and Princess street, Winnipeg.

ROSS BROS., Tinsmiths, manufacturers of all kinds of tin, sheet iron and copper wares. Shop in D. M. McDougall's building, Main street, Edmonton.

ANDERSON & LOOBY, General Blacksmiths. Horseshoeing a specialty. All kinds of repairing done neatly and quickly. Shop on Main street, Edmonton.

ROBT. D. RICHARDSON, wholesale and retail bookseller, stationer, Blank Book manufacturer and Fine Job Printer. The corner next the post office, Winnipeg.

T. JEAN BROS., Cabinet Makers, and dealers in all kinds of household furniture. With new and improved machinery, are prepared to execute orders on short notice. Steam factory, Main st., Edmonton.

BANNATYNE & CO., successors to A. G. B. Bannatyne, Wholesale Grocers, and dealers in provisions, wines and liquors. Special attention given to packing goods for the North-West. 383 Main street, Winnipeg.—A. R. J. Bannatyne, Andrew Strang.

JAMES McDONALD, Builder and Contractor. Sash and doors on hand and made to order. Plans and estimates of buildings furnished. Everything done with neatness and dispatch. Office and shop, Main st., Edmonton.

TALKER & HUTCHINGS, wholesale and retail dealers in and manufacturers of Horse Clothing, Harness and Saddlery. Special attention paid to orders from the North-West. Wholesale—419 Main street, Winnipeg. Retail—307 Main street, Winnipeg, and opposite post office, Portage la Prairie.

HOTELS.

JASPER HOUSE, north side of Main street. The only brick building in Edmonton. First-class weekly and daily board at reasonable rates. Good stabling in connection. J. GOODRIDGE, Proprietor.

WALKER HOUSE, Main street, Edmonton. Daily and weekly board as good as the best and as cheap as the cheapest. Meal tickets for sale. Choice cigars and temperance drinks. First-class billiard hall and feed stable in connection. WM. WALKER, proprietor.

CALGARY HOUSE, Calgary, Alberta.—Dunne & Wright, proprietors. This hotel is replete with all the latest improvements. Finest brands of imported and domestic cigars. Temperance drinks. Special attention paid to ladies and children. The tables are spread with seasonable delicacies.

EDMONTON HOTEL, the pioneer house of entertainment west of Portage la Prairie. An extensive addition has been made to this establishment which now offers superior accommodation to my old patrons and the travelling public. A first-class billiard room. Good stabling attached. DONALD ROSS Proprietor.

GENERAL NEWS.

The Winnipeg Jews are going to erect a synagogue.

A valise containing \$200,000 was stolen recently in New York.

The tariff on oats on the C.P.R. is the same as that on frozen wheat.

Uniforms for the Winnipeg rifle battalion have arrived in Winnipeg.

The Canadian militia cost \$799,688 for the year ending June 30th, 1883.

Winnipeg had the second blizzard of the season on Sunday, Feb. 24th.

Seven of the Indian instruction farms in the North-West have been closed.

It is proposed in Paris to build an overhead railway across the British channel.

One hundred fat cattle, straight from the Calgary ranges have arrived in Winnipeg.

The loss by the late Ohio floods at Wheeling, West Virginia, amounts to \$6,000,000.

A case of leprosy was discovered lately in Minnesota. It was imported from Norway.

Toronto is annexing Riverside and Leslieville under the name of St. Matthew's ward.

The Saskatchewan Herald is down on the free introduction of liquor into the territories.

An oil well at Baku, Russia, is flowing from seven to eight thousand barrels a day.

Some of the Episcopal Methodists are petitioning against the proposed Methodist union.

Fort William, lake Superior, wants \$40,000 to complete the bridge across the Kaministiquia.

Over \$600 worth of fur was stolen lately from the store of Laney, Hibbard & Co., Winnipeg.

The Scott act has been carried in Prince's county, Prince Edward Island, by a majority of 170.

The C.P.R. has paid damages to laborers taken from Toronto to work on the line in Algoma.

The Home stake mining company of Silver city are sinking a shaft and have an excellent prospect.

The C.P.R. imported free of duty last year construction material to the amount of \$2,000,000.

The Manitoba & North-West farmers' co-operative and protective union wants to be incorporated.

The Mississippi floods are bursting the levees in Louisiana. The floods are higher than they have been for years.

Six bodies in the Milwaukee morgue in one night lately. This discounts considerably the ordinary man for breakfast.

Hector Cameron was to introduce and J. White to second the new orange incorporation bill in the house of commons.

The blacks of the Soudan seem to make good soldiers. In the present Egyptian war they are far ahead of the Egyptians.

Stock of the Hetherington silver mine at Castle mountain to the amount of \$25,000 has been placed on the Winnipeg market.

The amount of imports into Canada during the year ending June 30th, '83, was \$5,000,000 less than during the previous year.

The government saw mill and timber limits on Old Man's river, near MacLeod, were sold to Peter McLaren for \$10,000 by private sale.

China is about to build telegraph lines to connect Canton with Tonquin where the little misunderstanding with the French is going on.

Coal has been discovered in township 1, range 24, about 78 miles south-west of Pilot Mound. It is delivered at the pit mouth for \$2 a ton.

Prince Edward island received \$120,000 for money spent on island wharfs since confederation. The wharfs are to be federal works in future.

Rumored that a one hundred thousand dollar hotel is to be built at Calgary next summer by his honor the lieutenant-governor of the North-West territories.

Excursions to Oregon, Washington and British Columbia are being arranged in Ottawa, Montreal and other eastern cities for next spring, over the N.P.R.R.

The Manitoba & North-Western railway will build 100 miles of line next summer, extending from Minnedosa to the crossing of the Assiniboine at the mouth of the Shell river.

Patterson, M.P., gave notice of a motion that in the opinion of the house of commons it was desirable to grant parliamentary representation to the inhabitants of the territorial districts in the North-West.

The Manitoba & North-Western railway intends to bring out and employ about 3,000 Swedes next season in constructing 100 miles of road expecting to afterwards secure them as settlers on the company's lands.

The Northern Pacific Junction railway wants to have its name changed to the Manitoba and Hudson's bay railway company, and to start from Winnipeg instead of Stonewall for Limestone bay at the head of lake Winnipeg.

The Black watch, Gordon highlanders, 10th rifles, 18th Hussars, a battalion of Egyptian troops with English officers, and an Egyptian camel battery manned by British artillerymen, have been ordered to Suakin, Egypt.

The supreme court of Virginia has decided that the Western union telegraph company is responsible for the gross negligence of agents in transmitting messages and that it is immaterial what is printed at the head of the blanks.

The committee of the Grand Forks farmers' convention says that gross abuses have been perpetrated under the present elevator system of the St. Paul, Minneapolis and Manitoba railroad, and demand the immediate revision of the whole.

Quebec demands from the federal government that the province be allowed \$12,000 a mile on the railway from Ottawa to Quebec as an offset to the subsidy of 12,000 a mile paid to the Canada central and voted to the line from Gravenhurst to Callender. Also that the subsidy to the province be increased 20c a head on the basis of the last census.

An arrangement between the Bell farm squatters and the company has been arrived at. The squatters are to vacate the lands they now hold and are to receive from the company in cash the value of their interest in the same, including their improvements, the value to be determined by arbitration. The squatters are to be provided with homesteads and pre-emptions elsewhere and to be entitled to patent after one year's residence instead of three. They are also to receive other advantages.

METEOROLOGICAL.

Weather report for week ending Friday evening, March 14th, 1884. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

	Max.	Min.
Saturday,	11	5
Sunday,	12	5
Monday,	6	6
Tuesday,	18	-15
Wednesday,	34	-5
Thursday,	37	16
Friday,	41	10
Barometer falling, 27.46.		

THE COCHRANE RANCHE COMPANY (Limited);

BOW RIVER, N.W.T.

Breeders of Short Horn, Hereford and Polled Aberdeen cattle, and of Clydesdale and Thoroughbred horses.

Cattle branded "C" on left hip, and under bit out of left ear.

Horses branded "C" on left shoulder.

F. WHITE,
Manager.

Address Calgary, N.W.T.

JOHN SINCLAIR & CO.

NEW GOODS JUST ARRIVED.

A full assortment in

DRY GOODS,

READY-MADE CLOTHING,

GROCERIES, ETC., ETC.

Complete line of

X'MAS AND HOLIDAY GOODS.

Prices as low as the lowest. Give us a call and see for yourselves.

JOHN SINCLAIR & CO.

McNICHOL & CHAMBERLAYNE,

GENERAL MERCHANTS, FORT SASKATCHEWAN,

Will keep constantly on hand a first-class assortment of Dry Goods, Groceries and Hardware, especially selected for the trade there, which will be sold at the lowest prices for cash.

Remember the place—Haly's old store, east of the fort.

KEEP CLEAR OF THE DOCTOR.

GREAT SECRET

IS TO

KEEP YOUR FEET DRY,

AND

A. MACDONALD & CO.

Always anxious about their customers' health have secured a lot of first-class

LADIES' AND GENTS' RUBBER SHOES,

Also a large stock of men's, women's and boys'

LEATHER BOOTS, SHOES AND SLIPPERS

Of all kinds, which they are offering to the public very low for

CASH.

LAST NOTICE.

ALL ACCOUNTS DUE US

AND

NOT PAID BY 10th MARCH,

WILL BE

PLACED IN COURT FOR COLLECTION.

NO EXCEPTIONS.

JOHN A. McDOUGALL & CO.

NORRIS & CAREY,

Be to inform their numerous customers and he please at large that they have just received a first-class assortment of

DRY GOODS, AND

READY-MADE CLOTHING

LADIES' WEAR A SPECIALTY.

Ready-made dresses of latest style and finish, hats of all kinds, flowers, feathers, kid gloves, etc., etc.

Also a large assortment of

GROCERIES,

STATIONERY, and

BOOTS AND SHOES.

Which they are prepared to sell at low figures

FORTY CART LOADS

Of fancy groceries to arrive shortly.

The public will find it to their advantage to give us a call, and inspect our goods before purchasing elsewhere.

NORRIS & CAREY,

St. Albert Road.

BROWN & CURRY,

GENERAL MERCHANTS,

Be to inform the public that their long expected freight has arrived at last, and that they have now on hand the

LARGEST AND MOST COMPLETE STOCK

That has ever been brought into the North-West,

WITHOUT EXCEPTION.

Although the rate of freight is high we pay no more than others, and as we have

NO MIDDLE MEN TO CONTEND WITH

As others have, and as our goods are all bought direct from the importers or manufacturers, and

SELECTED FROM THE BEST QUALITIES

We are able to offer

BETTER AND CHEAPER GOODS THAN ANY OTHER FIRM IN EDMONTON.

We respectfully ask everyone to call and examine our goods before purchasing elsewhere.

BROWN & CURRY.